

“BAttachment 1

**Draft Meeting Notes
Bicycle and Pedestrian Task Force**

MEETING DATE: June 10, 2015

MEETING LOCATION: CMAP Offices

CALLED TO ORDER: 1:00 p.m.

ATTENDANCE:

TASK FORCE MEMBERS OR ALTERNATES:

Tom Rickert, Chair
Ron Burke, Active Transportation Alliance
Randy Neufeld, SRAM Corp
Ed Barsotti, League of Illinois
Bruce Christensen, LDOT (on phone)
Aren Kriks, IDOT
Jessica Ortega, DuPage Co. Forest Preserve
Dan Thomas, DuPage County (on phone)
Keith Privett, CDOT
Kevin Staniel, RTA
Patrick Knapp, KKCOM
Gary Newmark, CNT
Greg Piland, FHWA
Gin Kilgore, Break the Gridlock / LIB (on phone)
Karen Shinnars, Pace
Brian Hacker, Metra
Allan Mellis, Citizen

ABSENT:

Richard Bascomb, Village of Schaumburg
Robert Vance, CTA
Pamela Sielski, Cook County Forest Preserve District
Barbara Moore, Citizen
Dave Longo, IDNR

CMAP STAFF:

John O’Neal
Jesse Elam
Doug Ferguson
Berenice Vallecillos
Tom Murtha
Ross Patronsky
David Clark
Lindsay Bailey

OTHERS:

Dave Landeweer, AECOM
John Mick, Baxter & Woodman
Janell Jensen, McHenry County Council of Mayors
Scott Hennings, McHenry County DOT
Mike Walczak, NWMC
Brian Pigeon, NWMC
Bruce Carmitchel, IDOT
Marty Mueller, Knight E/A Inc.
Christopher Kelly, Citizen
Patty Mangano, RTA

1.0 Introductions

Members and attendees introduced themselves.

2.0 Approval of the Minutes

No corrections to the minutes were proposed. *Motion was then made and seconded for approval of the meeting notes. The motion was unanimously approved.*

Note: Agenda Item 4.4 was moved to the beginning of the meeting. The remainder of the meeting proceeded per the agenda.

3.0 Local and Regional Planning

3.1 McHenry County Long Range Transportation Plan – Bicycle and Pedestrian Chapter

Scott Hennings, of the McHenry County Division of Transportation, gave a presentation to the Task Force on the development of the County's Long Range Transportation Plan (2014), focusing on the component covering bicycle and pedestrian transportation.

Mr. Hennings began by stating that 2040 LRTP Plan's bike-ped chapter was the County's first in-depth look at issues facing bicyclists and pedestrians since a Subregional Bike Plan was adopted in 1996. All the County's previous transportation plans focused almost exclusively on moving cars, as high speed as possible, with little to no consideration of other modes.

The plan involved a robust public outreach process, which SSE was hired to lead. The outreach included a "piggy bank" event, at which the County asked meeting participants to "vote" on how they would want their transportation dollars spent. To staff's surprise, people in McHenry County voted overwhelmingly for a balanced transportation system, in which investments are made more or less equally for all modes.

The plan revealed that residents of McHenry Co. face many challenges when attempting to navigate county and state roads by means other than a private automobile. Lack of sidewalks in

urban areas, lack of shoulders in more rural locations, and an overall hostile pedestrian environment were found to be common throughout the County.

In response, the plan proposes conceptual intra-community trail corridors, as well as Complete Streets areas around urbanized centers where elements for walking and cycling -- such as sidewalks, bike lanes, and crosswalks -- should be added to roadways as a matter of course. Geographic areas outside the Complete Streets Areas will place less emphasis on such roadway elements.

The plan prioritizes projects for which potential funding will be identified, and the County's Five Year Transportation Program has identifies projects that can be funded under a newly-created a "Community Bicycle and Pedestrian Program," which is intended for smaller scale roadway improvements. Mr. Hennings then highlighted a project (sidepath) along U.S. 14 between W. Lake Shore Dr. and Lake St., in which IDOT, the villages of Woodstock and Crystal Lake, and the County worked together to close a gap that would have existed between an IDOT facility and an existing facility.

3.2 Local Technical Assistance (LTA) Program: Des Plaines River Corridor Plan

Mike Walczak of the Northwest Municipal Conference introduced Lindsay Bailey, CMAP project manager for the LTA project to create the Des Plaines River Trail Corridor Study, which was completed earlier this year, with assistance from Houseal Lavigne Assoc., Active Transportation Alliance, and GHA Engineers. The study focused on improving access to and enhancing the transportation and recreational value of Des Plaines River Trail and the corridor as a whole. Ms. Bailey provided an overview of the plan and goals for implementation.

Ms. Bailey began with a description of the study area, the plan goals, and the public outreach process. The stated goals of the study were:

- To improve access to the Des Plaines River Trail for people of all ages, all abilities, and all modes of transportation.
- To improve usability of the Des Plaines River Trail for people of all ages, all abilities, and all active modes of transport including, walking, bicycling, equestrian, canoe, and kayak.
- To positively exploit the trail as an economic, transportation, and recreation asset for the communities surrounding the Des Plaines River Trail.

Ms. Bailey summarized the roadway typologies developed for the study and how these were used to identify and to provide design input on key improvement projects at five locations along the corridor.

4.0 Pedestrian and Bicycle Project Programming

4.1 Local Technical Assistance Program

CMAP staff (Berenice Vallecillos) provided information on the current joint-call-for-projects under CMAP's LTA program, the RTA's Planning Grant program, and the Cook County Department of Public Health Healthy HotSpots Initiative. The presentation covered the purposes and main goals of the programs, eligibility criteria, and evaluation criteria that will be used to award program grants. Ms. Vallecillos then gave some examples of recent or currently underway LTA projects, which might be of interest to Task Force members. She then described the recent evaluation of the LTA program, which identified the importance of local commitment and recommended that the program require a local match of from 5% to 20%, depending upon need and other factors.

She stated that the application deadline for the call is June 25, 2015.

4.2 Complete Streets Toolkit

John O'Neal, CMAP liaison to the Bicycle and Pedestrian Task Force and project manager for the Complete Streets Toolkit, gave a brief presentation on the Toolkit, produced under CMAP's ongoing Local Ordinance and Toolkits program. The Complete Streets Toolkit is the result of collaboration between the CMAP, Active Transportation Alliance, and the National Complete Streets Coalition. The toolkit – online at <http://www.cmap.illinois.gov/programs-and-resources/local-ordinances-toolkits/complete-streets> – is a guide for incorporating a Complete Streets approach into local planning, design, and construction processes and documents. Mr. O'Neal covered the purpose, development process, and contents of the Toolkit, then walked the Task Force through the website where it resides.

4.3 2010 Land Use Inventory

CMAP staff member, David Clark, provided an overview of the new, publicly-available 2010 Land Use Inventory. Mr. Clark stated that CMAP periodically conducts a survey of the region's land use, and publishes the results in GIS format as the Land Use Inventory. This inventory is an important planning resource and is an essential input to CMAP's land use and transportation research, modeling activities, and population and employment forecasts. Other users of the data include local and county planning departments, transportation agencies, federal and state agencies, university researchers, non-governmental organizations, and consulting firms.

Mr. Clark highlighted the new, parcel-based nature of the Inventory and described how it was created and how it is being used in LTA and other planning projects. He concluded with a discussion of future updates and anticipated timeframe for the release of 2013 Inventory.

4.4 CMAQ/TAP Program Development

CMAP staff (Doug Ferguson) briefed the Task Force on the initial scoring for the 55 Bicycle projects and 2 bicycle-related "Other" projects (1 bike share and 1 bike parking) submitted for consideration in the FFY 2016-2020 CMAQ and the FY2015-2016 TAP programs. Mr. Ferguson stated that staff was looking for feedback from the Task Force on the analysis and scoring of the projects, and any additional information about specific projects, which Task Force members thought would be important or useful in understanding a project, its value in the CMAQ or TAP programs, and/or its feasibility. Mr. Rickert intervened to clarify that discussion should not be aimed at advocating for or against a specific project sponsored by Task Force

members or the agencies they represent, but that the discussion should be about providing useful additional information to CMAP programming staff – i.e. any additional information that might be useful in project evaluation and program development. Mr. Rickert stated that advocating for a specific project should be undertaken by sponsors directly with CMAP staff and not in Task Force meetings.

Mr. Ferguson, referring to the staff memo describing the methodologies used to score projects and the table showing evaluation results (scores) – both of which were handed out as part of the meeting packet and are posted [here](#) – gave a brief summary of these documents, their substance and form. He stated that Task Force members should submit any additional written comments to either himself or to Jesse Elam by close of business day, Friday, June 12. He added that there would, nonetheless, be a formal public comment period once the final proposed program was approved by the Transportation Committee for release. He then outlined the overall timeline for review by the CMAQ Project Selection Committee (June 25), Transportation Committee (July 17), and CMAP Board and Policy Committee (joint meeting, October 14).

Mr. Neufeld asked how staff evaluated or planned to evaluate the two “Other” projects (bike share and bike parking). Mr. Ferguson stated that it would be a composite of some ‘contextual’ criteria used for the other programs (population, employment, proximity to transit) along with other benefit-cost analysis – related, in the case of CMAQ, to the amount, per dollar, of VOC eliminated. Mr. Ferguson pointed out that a number of projects among the Transit submittals – including the RTA’s Access to Transit group – we focused on pedestrian improvements and may, therefore, be of interest to the Task Force, in terms of both the projects themselves and the methodology used to score them. He stated that a memo presenting the methodology and the rankings of the Transit projects – along with copies of all the applications – is available for review on the CMAQ/TAP Program Development webpage [here](#).

Brief discussion ensued focused on clarification of the order of the bicycle projects listed in the scoring table. Mr. Elam explained that the list had been sorted, highest to lowest, on the Cost Effectiveness score, which – with the exception of the two ‘Other’ projects – was derived directly from the “Annualized \$ per Kg VOC Eliminated” number.

Ms. Ortega said that she had some general comments on specific projects, and asked if she could bring those up now. Mr. Rickert said yes. Mr. Neufeld said that it would be useful for Task Force members to hear each other’s comments. Ms. Ortega stated that the multiple Bensenville projects were indicative of a high level of interest by the community in making impactful quality-of-life improvements. She stated that the relatively low transit-accessibility scores of certain DuPage County DOT projects did not seem indicative of the reality, but that she would raise this concern directly with CMAP programming staff. Mr. Burke asked programming staff if they were surprised by any of the results from quantitative analysis. Mr. Ferguson said he was, in fact, surprised by the high ranking of the Orland Park – 108th Avenue Trail Connection project. Mr. Barsotti added that he too, given the nature of the project (reconstruction of an existing 5 ft. wide sidewalk to be an 8 ft. wide sidepath), was surprised to see it was the highest ranking. Mr. Privett stated that the reason it ranked so high was because of its very low estimated cost (\$215,700 total; \$150,800 CMAQ/TAP). He compared it to the high cost of one of the City of Chicago’s proposed projects – 43rd St. access bridge over Lake Shore Drive – which ranked low as CMAQ project because of its high cost. Mr. Rickert stated that this project was an example, however, of a project that ranked much better as a TAP project. Mr. Privett

stated that he would have liked to see another spreadsheet ranking the projects in order of the Total TAP Score. He added that the low cost estimate of the Orland Park project may not reflect the true cost once it is “federalized”. That process, he added, can stall small projects and make them less viable. Mr. Neufeld asked about the application of the “Safety and Attractiveness” criterion to the Orland Park project. Mr. Ferguson referred to page 4 of the memo, where that criterion is discussed. Mr. Murtha stated that, for the purposes of evaluation, a 5 ft. wide sidewalk was considered “no bicycle facility.” Therefore, the score was: 5 (Trail or Arterial sidepath, cycletrack, protected or buffered bike lane) *minus* 1 (Arterial road with no bicycle accommodation) equaling $4 (x 2) = \underline{8}$.

Mr. Rickert asked if there were any more comments or questions. None were given. He reminded project sponsors that they could contact CMAP programming staff directly if they had any questions or concerns about their own projects, and that Task Force members need to submit any general or specific comments they may have to Doug Ferguson or Jesse Elam by COBD, Friday, June 12.

5.0 Project Updates

Mr. Privett reported that, on National Trails Day (June 6), there were two very important ribbon cuttings / celebrations in our region: one for the 2.7 mile 606/Bloomingtondale Trail and one for the 12-mile western segment of the Cal-Sag Trail. He also reported that the City of Chicago held its first public meeting for Weber Spur trail.

Mr. O’Neal drew attention to the memo (and accompanying maps) in the meeting packets providing project updates from the FPDCC – covering the southern extension of the North Branch Trail, the Cal-Sag Trail, the Thorn Creek Trail, the North Branch Trail Lake-Cook Road Extension, Orland Grassland, and the Oak Forest Heritage Preserve.

6.0 Public Comment, Announcements, and Other Business

Mr. O’Neal drew attention to the IDOT circular included in the meeting packets, explaining that it dealt with accommodation of pedestrians, per PROWAG and the MUTCD, in roadway design, construction and improvements generally and, more specifically, in relation to “alternate pathways” in construction zones.

7.0 2014 Meeting Dates

The Chair reminded Task Force members of the upcoming meeting dates for 2015:

- Wednesday, September 16, 2015 at 1:00 p.m.
- Wednesday, December 16, 2015 at 1:00 p.m.

7.0 Adjournment: 3:15 PM